

## BMS N54 BMW Oil Catch Can Last updated 8/08/2020

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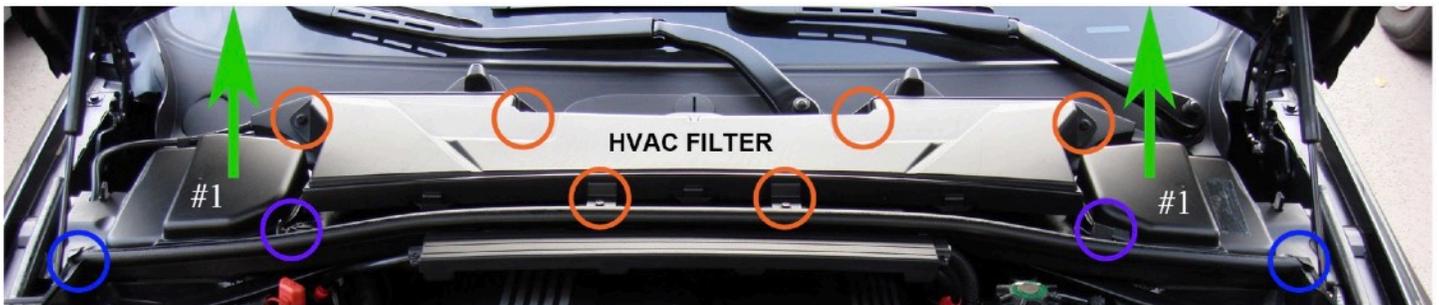
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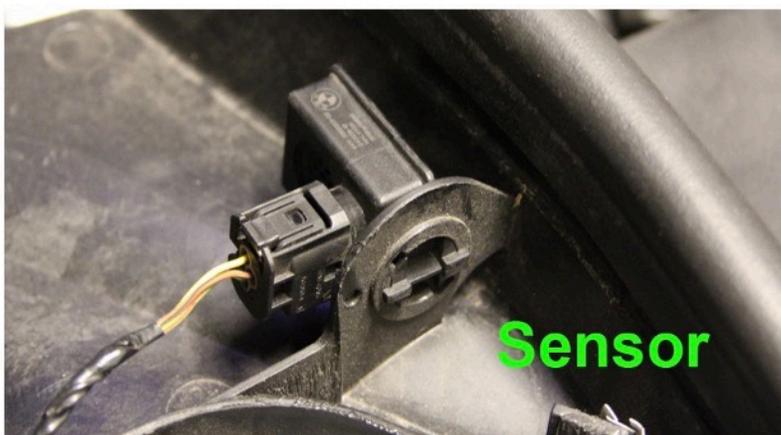
First thing is to remove the DME cover and the brake fluid side cover. There are (2) small clips in the middle of each side of the covers. Pry them outward with your fingers and lift the cover up. It will be caught on a rubber tab but just pull the lid towards the front of the car. They are #1 below.



Next remove the large HVAC filter in the above photo. The (6) 8mm screws locations are circled in orange the below photo.



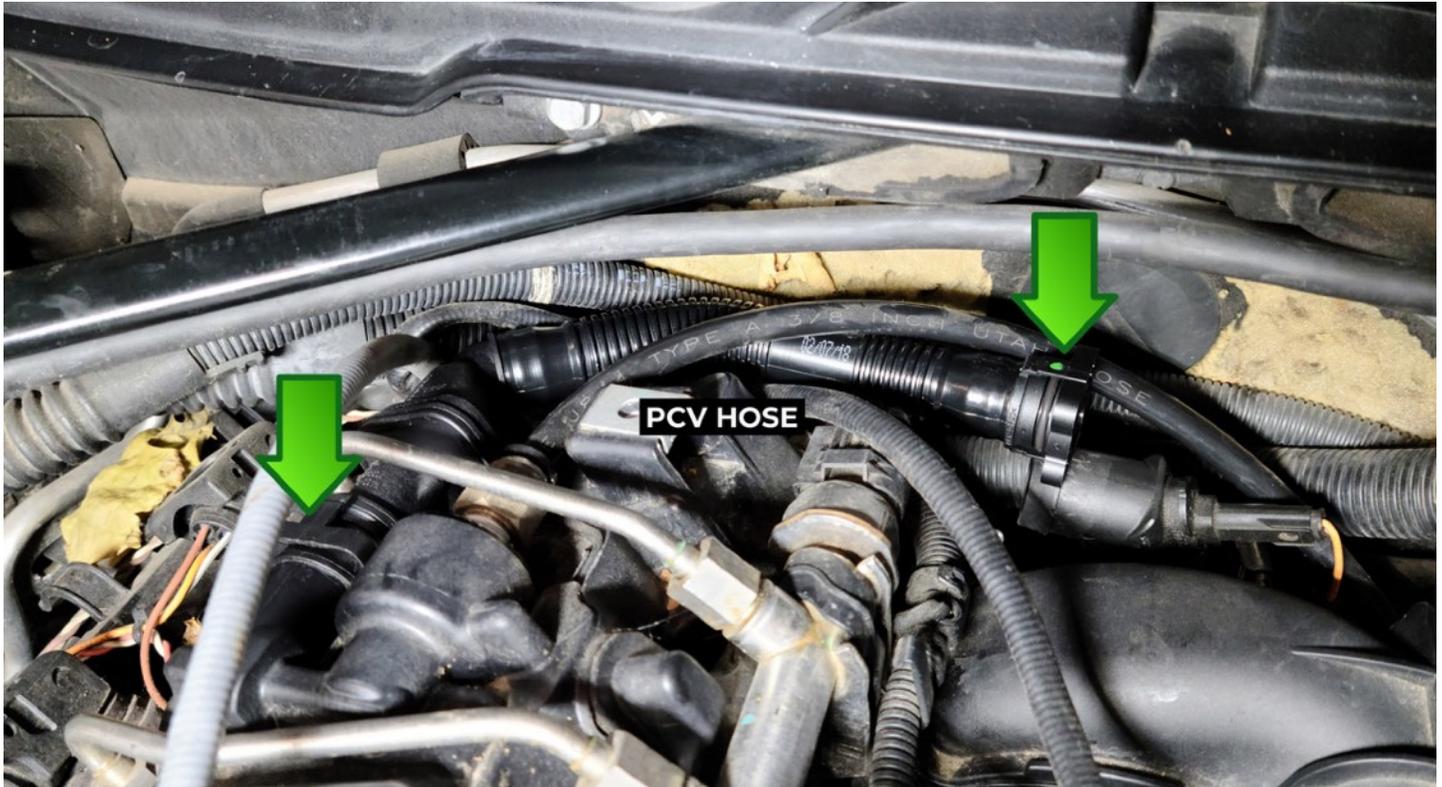
Now remove the sensors circled in purple in the above photo. Some vehicles have 1, some have 2 sensors. Turn clockwise to loosen. Pull up on the tabs holding the wires going to the sensors and set them aside.



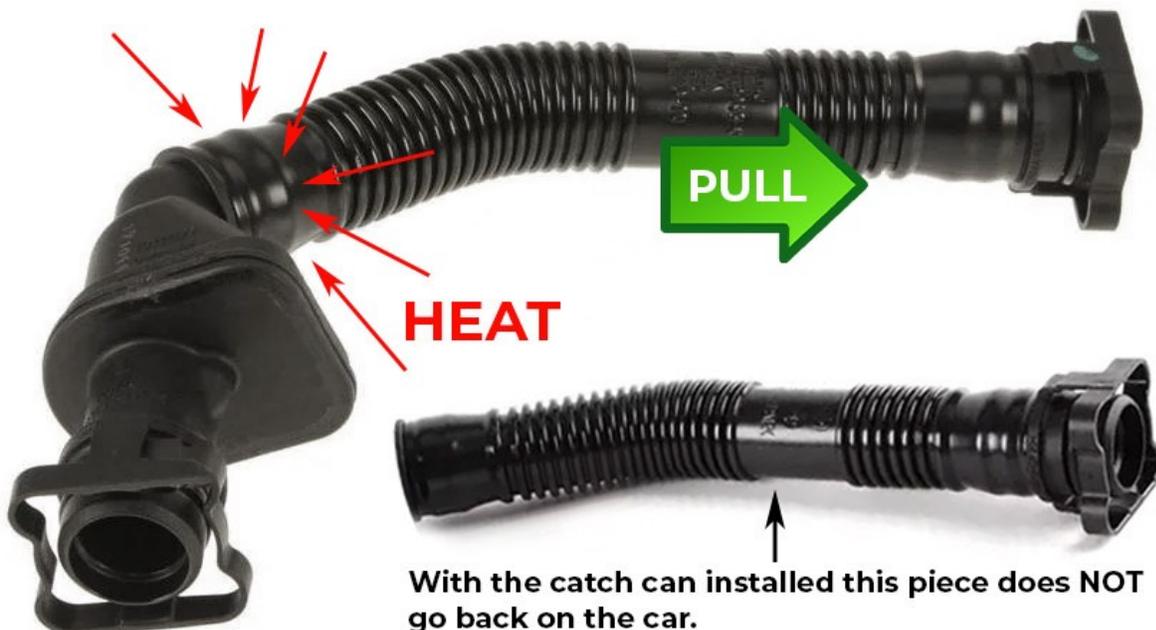
Remove the factory intake by undoing the 2 hose clamps under the front and rear and pulling up.

Remove the engine cover by removing the four 5mm allen head bolts and pulling the cover up and out.

Locate and remove the OEM PCV flapper assembly and pipe. The connectors holding each side on can be tricky but are very simply to remove. You can squeeze the plastic retaining clip with your fingers to unlatch the connector, or use a small screwdriver to pry each one off the nipple while pulling the tube assembly off the connector. Have patience. It will come off!



Once removed you will separate the flapper/connector assembly from the plastic tube. The tube is pressed on but easy to remove by hand. We strongly suggest using a heat gun or hair dryer to heat the plastic tube up and then simply pulling it off. The tube can be pushed back on if the car needs to be returned back to stock.

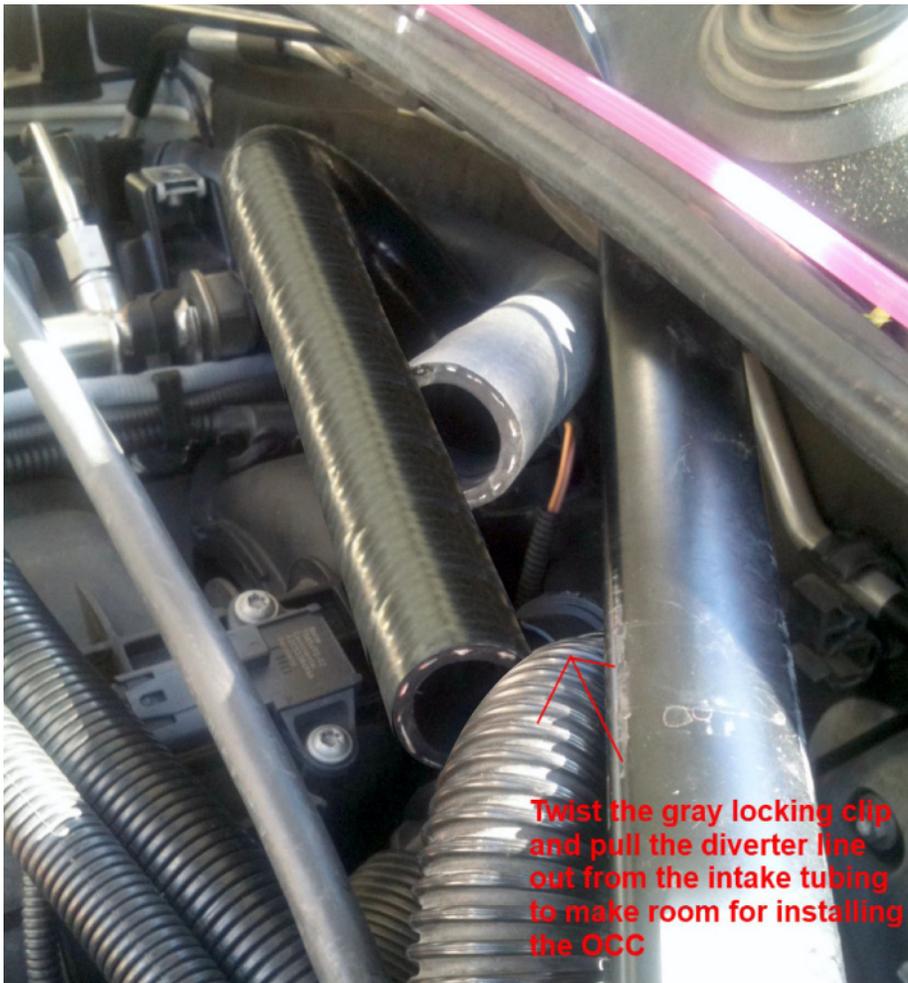


Once removed cut a 16-18" piece of the included 3/4 hosing and press it over the flapper/connector assembly as shown. It's better to leave this line longer so you can trim it down later for a perfect fit. No clamps are required. This hose goes into the "IN" fitting on the catch can. (the side without the baffles)



Push the UBEND over the OEM nipple as shown. The fit will be snug but ensure it's fully seated. No clamp is required. If you are unable to get the hose over the nipple use a heat gun or hair drier to heat the hose end up a bit making it more pliable. This hose will go to the "OUT" fitting on the catch can. (the side with the baffles)

Reinstall the flapper valve / hose assembly by clicking it in place.



Remove the rear diverter valve line by twisting the gray lock and pulling the tube out so it moves around freely. Only one end needs to be removed. When complete your engine bay should look like this with two hoses ready to connect to the oil catch can.

Finally insert the hoses on to the BMS OCC. The UBEND “J” hose should connect to the connection furthest away from the firewall as shown. If you find the hoses are too long at this point you can remove and trim them. No clamps are required. Note that with 535i models the UBEND hose may be too short and will require the included



Holding the DV line out of the way swing the OCC under the strut brace and attach using the included allen screws and bracket. Only one screw is required to hold the OCC up but both can be installed.

When it comes times to empty the OCC every 6-12 months you will remove the cowl, the allen screw(s) holding the bracket to the strut brace, pull out the DV line, and swing the can forward so you can unscrew the can from the base. You do not need to remove the lines or engine cover to empty. Dispose of any accumulated engine oil in a safe and appropriate manor.

We suggest trimming the plastic engine cover slightly as shown to allow a little extra room for the OCC hose. Use a hacksaw, cutoff wheel, or similar.



Reinstall the engine cover. It will slightly touch the rear UBEND hose and may require a bit of force to push it back in to place and align the four 5mm allen bolts. If you find it difficult to reinstall one or both of the rear allen bolts they can be left out. Spend a little extra time here to ensure you do not "fold over" the UBEND blocking flow when reinstalling the engine cover.



Once the engine cover is installed you can reinstall the cowl and cabin filter. Installation is complete!